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Approved For Release 2003/02/27 : CIA-RDP70B00501B000100040041-6

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6 April 1967

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SUBJECT: OXCART Phase-out-- [REDACTED]

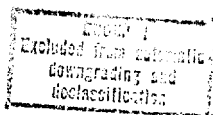
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1. [REDACTED] noted that the DNRO had made nine decisions in reference to the OXCART phase-out. These are called SCOPE COTTON decisions.

- a. TAGBOARD will stay at [REDACTED] thru December 1967.
- b. Kadena and FAK assets will remain at inviolate levels until OXCART is no longer liable for operational missions.
- c. A minimum of 20 YJ58 engines will be retained for the five stored A12s.
- d. Whoever wants to use OXCART excess repairable parts will have to fund for their repair, e.g. SAC, SR71, etc.
- e. We must plan to support five operational aircraft in storage plus engines, AGE, sensors and spares for a ninety day utilization level. This does not mean that the Agency will be responsible for such support.
- f. FY 1968 OXCART flying hour support will be based on 240 hours for the first quarter and 180 hours for the second quarter.
- g. The USAF will assume responsibility for the follow-on contracting for J58 engine improvement.
- h. Any excess J58 engines over and above those required for storage by 31 December 1967 may be turned over to the SAC or other agencies if they need them, but the using agency will have to pay for overhaul or modification.
- i. Distribution for use of OXCART assets will follow the accompanying priority list:

- | | |
|--------------|---------------------------------------|
| (1) OXCART | (4) Other NRO Reconnaissance Programs |
| (2) U2R | (5) SR71 |
| (3) TAGBOARD | (6) Other Reconnaissance Programs |

NRO & USAF REVIEWS COMPLETED



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2. Because of the decisions shown above, the OSA schedule for phase-out actions has been extended from March to July. This means that by July all planning will have been completed and all decisions will be known.

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3. OXCART will retain a capability to deploy to the Far East on 15 days notice. A Cuba mission will require 7 days. On a non-alert status, an OXCART mission could be mounted to a Southeast Asian target with recovery at [REDACTED] on 7 days notice. On an alert status they could mount a mission on 3 days notice. Deployment bases overseas will be kept up thru 31 December of this year. Mr. Duckett reminded all those present that knowledge of non-alert and alert status capabilities, as well as contingency missions to Tallin and Leningrad, should be kept closely within DDS&T. These contingency plans are not to be exposed outside this Directorate except as directed by Mr. Duckett.

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4. There are now 7 OXCART pilots in an operationally ready status. Two will leave in July leaving 5 ready pilots for the remainder of the operational liability period. The A12 reliability is now 91.2% which is a phenomenal figure for any supersonic aircraft much less a MACH 3 vehicle. [REDACTED]

5. The A12 configuration base line has been established and will hold thru 31 December 1967. Modifications and improvements for mission reliability and flight safety are the only ones which will continue to be done.

6. Contractor meetings have been held in which they were advised that policy decisions are to be referred to Headquarters and routine questions are to be referred to normal contacts such as LAC or other principal contractors. Contractors have been advised of logistics, security and personnel plans. In this respect it should be noted that the clearances formerly handled by the Agency will ultimately go over to the USAF system.

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7. After 1 July R&D test personnel will have decreased to a minimum of approximately 13 engineers most of whom will be at LAC. Only a minimum engineering capability will be retained after July. At that same time, personnel to support the operational capability will be reduced to conform to the single deployment plan. Contractors have been advised to provide follow-on names to Headquarters. These will be key personnel who might be needed in the long term when and if the A12 ever returns in any form. At this point Mr. Duckett reminded OSA not to be in too much of a hurry to debrief all of the estimated [REDACTED] OXCART cleared personnel the first day. He reminded us to look to the future.

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8. No parts will be ordered for delivery after October 1967. There will be a few one time requirements such as tank sealant which can be ordered ahead of time. Equipment and spares lists including disposition instructions have been provided. Shipping and packing instructions for warehouse storage have been provided to all personnel at [REDACTED] and all parts and equipment have been identified by specific documentation. In response to a question from Mr. Duckett, [REDACTED] replied that there is now some [REDACTED] in Government assets in the hands of contractors. This is mainly plant equipment, jigs, etc. for the SR71 and any possible follow on.

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9. The status of [REDACTED] still is not firm even though our plans are to lock the door after December. The storage site for the A12s is not firm, although the AF seems to want to store the aircraft at Palmdale. TAGBOARD facilities will remain at [REDACTED] thru December 1967. Some 4 to 8 of our working-space trailers will be sent to Edwards for the U2R program. At least one of the test stands will go to Palmdale. OSA confirmed that the hangers and, in fact, all of the metal buildings are movable and could be used at Edwards or any other appropriate spot.

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10. At this point there was considerable discussion of the future of [REDACTED]. OSA feels that the Agency should hold [REDACTED] whether in a caretaker status or otherwise. Mr. Duckett agreed in general except that he emphasized the only possible use is perhaps for the U2R. How late can we decide to keep [REDACTED] for the U2R test operation or for operational use? If we know by the end of June that we can and should use [REDACTED] it can be ready and operable by the end of August as a U2R base. Mr. Duckett again emphasized the only good reason for keeping [REDACTED] is the U2R. Mr. Param-gosky noted that [REDACTED] may be ready to put as much as [REDACTED] to keep the [REDACTED] open. No further comment on this subject. Mr. Duckett closed this discussion by saying that the tenor of conversations which have been carried on in and about NRO on this subject are correct so far, to wit: Keep the decision pot boiling toward Dr. Flax and Mr. Vance. They are the ones who can and should be making these policy decisions.

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11. The OXCART budget review is complete for 1967 and the FY 1968 proposal is due the 29th of April. LAC airframe savings in FY 1967 will be at least [REDACTED]. This may go up another [REDACTED]. Other savings will be at least [REDACTED]. OSA would like to reserve or get [REDACTED] for U2R use. This was not a formal proposal but only an indication

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of intentions.

12. Mr. Duckett asked about Agency savings this year. [REDACTED] replied that the [REDACTED] assumed saving for FY 1967 would probably be [REDACTED] to about [REDACTED] because of the imminent [REDACTED] deployment. The question of [REDACTED] people deploying to [REDACTED] was raised. General Bacalis was quick to note that this was a combination of Edwards and [REDACTED] and that [REDACTED] is their outside guess. As a point of interest he said that the SAC estimate of Kadena personnel for the SR71 deployment is [REDACTED] people versus our previously planned [REDACTED]

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13. At this point the briefing changed over to the U2R program. Mr. Duckett said that the distribution of U2R aircraft had been agreed by Mr. Helms and Mr. Vance to be on a 50-50 basis. The first aircraft off the line goes to USAF, the second to the Agency, and so forth. [REDACTED]

Mr. Duckett also reminded those present that while that was not a formal decision, he would be sure that it became a matter of record at a future EXCOM meeting. He considers this necessary so we can refer back to a formal decision and not be dependent upon such frail things as memories.

14. [REDACTED] then went on to note that the PL3B engine is living up to all expectations. Engine maintenance procedures have been jointly approved and technical data for the current engine has been approved as a base line for additional manuals and instructions. USAF coordination, in all aspects, inclu-

15. Provisioning plans for the U2R should now be changed because of the six and six distribution of aircraft. OSA recommended that regardless of who gets them, the first six aircraft should go to one user and the second six to the other user. This will undoubtedly save a great deal of money in provisioning of spares. Mr. Duckett said that he would not rock this boat at this time.

16. The Edwards AFB hanger modification for the U2R test program has now been started and should be complete by 27 July. Joint OXCART/IDRA/ASE assets and equipment lists are complete. Although there has not yet been a decision on the Avionics and Instrument Shop at Edwards, OSA would like to use some of

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[REDACTED] trailers for this purpose. Additional furniture needed
will be supplied from [REDACTED]

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17. At the mention of the possibility that NASA might want to use
of our A12s, Mr. Duckett replied that the DCI had told him, "If anyone
the OXCART, we will." That seemed to settle that question conclusively.

18. Mr. Duckett also said that [REDACTED] will use the U2R, possibly the
first one. The DCI agrees and, in fact, recommends this. We are now to plan
[REDACTED] of the U2R at the earliest.

19. General Bacalis noted that in the upcoming budget exercise, they
are to plan different estimates for 2, 4, 6, and 8 or more aircraft. Mr.
Duckett said to use 6 aircraft as the basis for budget presentation. Any
follow-on decision, however possible, is a separate matter and estimates for
support for other than 6 aircraft, should be put in the budget as addenda.

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20. Mr. Duckett asked General Bacalis what he wished to do with the U2C.
OSA would like to keep 6 U2Rs and 4 U2Cs. In fact, they would like to hang
on to 2 more stripped-down versions solely for training but they want at least
10. Of course, the long range plan still is to acquire a full fleet of U2Rs,
but some number of U2Cs would certainly be valuable in the interim. At this
same time Mr. Duckett told General Bacalis that he wanted, on a non-priority
basis, an assessment of how close a U2R can be put to the [REDACTED] This is in
reference to emplacement of [REDACTED] and any follow-on sys-
tems may become precedent-setters so we should proceed with detailed planning.
This, as has been the case so often in recent weeks, is another indication of
his apparent desire to adopt a program planning approach.

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22. Except as noted in the text above, Mr. Duckett clearly authorized [REDACTED] to admit to these decisions. [REDACTED] enumerated, if it becomes necessary. This was in reference to a specific question of what exactly to say in the Dr. Flax briefing for which this was a dry run. It was clear from this exercise that the possible resurgence of OXCART, the OXCART contingency plans, [REDACTED] were not points for free discussion. Of the remaining items, Mr. Duckett was quite clear on the use of a 6 aircraft base on which to project FY 1968 budget proposals.

[REDACTED]
Chief
Plans and Programs Branch

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